

in which 100 percent represents a sufficient bridge and zero represents an insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. A bridge that is at least ten years old is considered structurally deficient if it is in relatively poor structural condition or has an insufficient load-carrying capacity due to either the original design or to deterioration. A bridge is considered functionally obsolete if it is narrow, has inadequate under-clearances, has insufficient load-carrying capacity, is poorly aligned with the roadway, and/or can no longer adequately serve existing traffic.

A bridge must be classified as deficient in order to qualify for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. An inventory of the bridges within the planning area is provided in Table 6.

Table 6

Bridge Inventory							
Bridge No.	Facility	Water Feature	Location	Year Built	SD	FO	Rating
660025	NC 24	White Oak River	W. of County Line	2001	N	N	85
660030	NC 24	White Oak River	E. of County Line	2001	N	N	80
660077	SR 1509	Queens Creek	1.5 mi S. of NC 24	1962	N	Y	46.7
660156	SR 1444	Br. Of White Oak	.1 mi W. of SR 1445	1997	N	N	99.5
660157	SR 1444	Br. Of White Oak	.3 mi E. of SR 1445	1994	N	N	99.7

Notes: * Denotes the bridge is in the current Transportation Improvement Program.